



SONOMA BROKE ALL RECORDS

Dragging thousands of pounds of metal through the south seas, which proved to greatly retard the progress of the steamer, the Oceanic liner Sonoma, an arrival at Honolulu at a late hour Saturday night, is declared to have eclipsed all records for time, made by a vessel in like crippled condition.

The Sonoma, with 300 tons cargo from Australian points, was given prompt dispatch for San Francisco, the liner departing for the Coast at 10 o'clock Sunday.

Telling of the accident to the steamer, Captain Trask declared that for two days the steamer was handicapped by the protruding shaft, supporting the broken propeller, the mass of metal remaining trailing behind instead of dropping off into the sea. The broken propeller, weighing many thousands of pounds and valued at \$10,000, was lashed by cables to the stern of the ship but two days before the Sonoma reached Pago Pago, it was dislodged from its position and sunk into the water never to be recovered. From the time of departing from Pago Pago, the Sonoma easily steamed thirteen knots per hour. At times the vessel went even better than this.

William H. McNulty, since the inauguration of the Australian service, a purser in the Sonoma, is leaving that vessel upon arrival at San Francisco as previously mentioned in the Star-Bulletin, to take up his duties as clerk in the California courts. "Mac" through his pleasing personality and accommodating methods, has won a wide circle of friends among shipping and business men at the port. His retirement from the sea and the Oceanic line in particular is much regretted here. He insists, however, that Honolulu will always remain a pleasant memory and this is the spot where he intends to enjoy future vacations.

The Sonoma departed with thirty-five cabin passengers. The vessel was less than half filled with travelers.

Much of the through freight destined for the coast consists of vegetables including onions and potatoes.

Cargo taken on at Honolulu amounted to several hundred tons and included sugar, bananas, and preserved apples.

A record shipment of Australian wool was received with the arrival of the vessel.

Honolulu Left Coast With Room to Spare.

The Matson Navigation steamer Honolulu, with accommodation for sixty cabin passengers, sailed from San Francisco with 47 travelers for Honolulu, according to a wireless received Saturday at the agency of Castle & Cooke. The Honolulu is expected to arrive here on Tuesday morning bringing 273 sacks mail, 2575 tons cargo for Honolulu, 298 tons for Kahu-lu, 129 tons for Port Allen and 42 tons cargo for Kanae. Seven automobiles are included in the freight for this port. The Honolulu is to call at Kahu-lu, but freight for Port Allen and Kanae will be transhipped to another vessel.

Honolulu Report.

The following wireless message has been received by the agents of the S. S. Sonoma at Honolulu:

For Honolulu: 47 passengers, 273 bags mail, 75 W. P. X. matter, 7 automobiles, 2575 tons cargo. For Kahu-lu: 298 tons cargo. For Port Allen: 129 tons cargo. For Kanae: 42 tons cargo.

Ship will arrive Tuesday morning and dock at the Haddock wharf.

REAL ESTATE TRANSACTIONS.

Entered of Record January 24, 1913, from 10:00 a. m. to 4:00 p. m.

Redeem Tr. to Ho. Yee. D

Henry C. Meyers to Beatrice Cullen. D

Joseph K. Kahanamoku to John F. Colburn. D

Geo. H. Robinson and wife to Grace R. McDermott. D

J. J. Conna to Kau. L

Reuben Rose (widow) to Ed. of Hawaii Evangelical Assn. D

Entered of Record January 25, 1913, from 8:00 a. m. to 10:30 a. m.

E. H. Cant to Oliver T. Shipman. D

S. Udo by Aff. of Ktze to T. Hon-go. D

T. O. Mitchell to L. Tong Loy. AM

Kim Bun Su to First Bank of Hilo. D

Albertina S. Correa to David G. Correa. D

F. E. Thompson to M. K. Sing. D

TRANSPORT SERVICE

Logan, sailed Honolulu for Guam and Manila, Jan. 15.

Sherman, sailed from Honolulu for San Francisco, arrived Jan. 25.

Warren, stationed at the Philippines, Thomas, from Manila for Honolulu, sailed Jan. 15.

Dix, from Honolulu for Manila.

Sheridan sailed from Honolulu for San Francisco, arrived Jan. 25.

CITY TRANSFER

(JAS. H. LOVE)

VESSELS TO AND FROM THE ISLANDS

Monday, Jan. 27.

TACOMA — Sailed, Jan. 26, 2 a. m., S. S. Virginian, for Honolulu.

SAN DIEGO — Sailed, Jan. 26, S. S. Alaskan, for San Francisco.

PORT TOWNSEND — Arrived, Jan. 26, bkt. Winkelman, from Pearl Harbor, Dec. 31.

HILO — Sailed, Jan. 25, 5 p. m., S. S. Mexican, for Salina Cruz.

VICTORIA — Sailed, Jan. 26, S. S. Marama for Honolulu.

SAN FRANCISCO — Sailed, Jan. 21, schr. Muriel, for Mahukona.

Aerograms.

S. S. MAKURA — Arrives from Sydney Tuesday 10 a. m. with 160 passengers, 56 bags mail and 72 tons cargo; sails for Victoria 6 p. m. same day.

S. S. MARAMA arrives from Victoria about next Sunday.

HARBOR NOTES

The steamer Claudine is on the boards for departure for Maui ports at five o'clock this evening.

Taking cargo and mails, the Inter-Island steamer Nobeu will sail for Kahu-lu ports at five o'clock this evening.

General cargo is to be forwarded to Mahukona and Kahu-lu in the steamer Iwailani, scheduled to sail at noon tomorrow.

Four Inter-Island departures are listed for tomorrow. The Iwailani and Claudine are expected to sail shortly after noon for Hawaii.

The Likiepke is on the berth to depart at five o'clock for Maui, Molokai and Lanai ports, while the Kinai will be dispatched for regular ports along Kauai.

The Inter-Island steamer Wailie is loading freight today preparatory to departure at noon tomorrow for Honolulu, Kahu-lu and Pahu-lu ports. This vessel carries no passengers.

The British steamer Kestrel will probably remain at a berth at Richard street wharf, until departure for Fanning and Washington islands, along the latter part of the week.

Ten o'clock Wednesday morning is the hour set for the departure of the Matson Navigation liner Wilhelmina for the coast. A fair list of passengers have been booked at the office of Castle and Cooke.

With but forty-seven passengers to arrive in the Matson Navigation steamer Honolulu from San Francisco, would indicate that the available passenger accommodation exceeds the present demand. The Honolulu could easily have brought sixty cabin passengers.

Local shipping men do not anticipate any unusual demand upon passenger accommodation in existing trans-Pacific liners from San Francisco to the islands, during the present tourist season. So far liners have been arriving from the coast far from being crowded.

PASSENGERS ARRIVED.

Per str. Likiepke, from Maui and Molokai ports, Jan. 26.—Mrs. Kaunakani, Capt. Edwards, Capt. G. M. Judd, A. F. Judd, E. G. Wilder, Jr., S. G. Wilder, J. D. MacVeigh, Jr., Sakuya, Miss Kikuya and ten deck.

Per str. Kinai, from Kahu-lu ports, Jan. 26.—B. F. Vicars, Jno. Adren, C. B. Hogaard, and servant, Mrs. M. Hahlum, O. Lehan, H. P. Pale, F. Watson, Geo. Hawgety, F. Dorman, F. B. Enos, Joe Louis, M. Jacob, L. Quinlan, H. Rosenberg, A. E. Bailey, Rose Pokipala, Fred. Bachert, Julia Quinn, L. Conrad, George Tanaka, M. McKenzie, C. Nishikawa, Hans Nussmann, Miss Helfers, A. Bucholtz, R. T. Quinn, Mr. and Mrs. Morgan, Charles Blackstead, A. S. Haywood, E. J. Nell, H. Horner, Miss I. Bechert, J. D. Kolowich, H. C. Waldron, H. P. O'Sullivan, E. S. Cushingham, J. H. Hikioku, Hans Isenberg, S. T. Starrett and fifty-seven deck.

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LIVE STOCK ON THE ARIZONAN

Eighteen head of mules and several head horses, stood the trip from Seattle to Honolulu on board the American-Hawaiian freight, Arizonan, in fine shape, and arrived here yesterday, displaying much delight at again gaining terra firma.

Three sacks of late mail from the northwest were carried in the steamer. With one of the largest consignments of iron and steel for use in constructing the extension of the Hilo Railway, the big vessel is to be given a prompt dispatch from Hilo for Salina Cruz on or about February 5 taking twelve thousand tons sugar destined for the Isthmus of Tehuantepec. Much of the railway material is carried on the deck of the Arizonan.

The vessel may sail for island ports on Thursday evening if all goes well in the discharge of three thousand tons of merchandise at Honolulu.

PASSENGERS DEPARTED

Per str. Mauna Kea, for Hilo via way ports, Jan. 25.—Mrs. G. Vogel, Mrs. E. Grier, Mr. and Mrs. P. S. Cook, Master Cook, Mr. and Mrs. H. B. Hall, Miss A. Drumm, Mrs. M. E. Simmons, R. H. Britten, Dr. Joseph Jacobs, Mr. and Mrs. A. W. Zimmermann, Miss C. Swigert, Miss R. Zimmermann, Rev. and Mrs. Lo Yuet, Master Sue Mei, Nakawai, M. K. Janier, Mrs. F. Mosher, Mr. and Mrs. J. Black, Dr. and Mrs. J. Maher, Mr. and Mrs. T. H. Kerwin, Miss M. Kerwin, Miss Mary Kerwin.

Per O. S. S. Sonoma, for San Francisco, Jan. 26.—Mr. and Mrs. C. W. Burkett, Mr. and Mrs. H. C. Oakley, Mr. and Mrs. E. C. Stringer, Miss H. B. Oakley, Master Stringer, Miss M. Wachsau, Miss L. Wachsau, Mrs. J. H. McLean, Mr. and Mrs. G. M. Hurspeth, Edward Hulse, F. E. Thompson, G. B. Haynes, J. N. Harrison, A. Morganthaler, B. S. Garrett, W. M. Hepburn, E. B. Parsons, A. C. Newburger, H. Englund, Miss I. Starkey, A. R. Patrick, F. D. Mullin, Mr. and Mrs. J. S. Jacobs, Walter Beavis.

RIVAL LINES ENTER FIGHT

SAN FRANCISCO, Jan. 14.—That the Luckenbachs and W. R. Grace & Co. will indulge in a hard fight to pick up the remnants of the coast-to-coast freight business resulting from the Bates & Chesapeake fiasco is the opinion of shipping men who are in close touch with the situation. To what extent the fight will be carried on is not known, but it is believed that the two big companies will battle for supremacy and that the victor will then tackle the Pacific Mail Company as its opponent.

The first gun in the fight was fired yesterday when Grace & Co., as agents for the Atlantic and Pacific Steamship Company, made an announcement of their service between Atlantic ports, San Francisco and Puget Sound. Until the opening of the Panama Canal, the steamers of the fleet will come out via Magellan. By the time the big ditch is opened the Grace interests expect to have a firm hold on the traffic. The company has the advantage of possessing a number of brand new steamers, the first of which will leave Philadelphia and New York early next month for San Francisco, making the voyage out in about fifty days. This vessel is the 7500-ton liner Santa Cruz, which has just left the ways. She is to be followed by the 10,000-ton steamers Santa Clara, Santa Catalina and Santa Cecilia, now under construction, the sailing days having been fixed at approximately August 15th, September 15th and October 15th respectively.

These vessels, according to the announcement of Grace & Co., are the latest improved type of cargo carriers and are up to date in every particular. When the canal is opened, for commercial trade they will be operated on a fortnightly schedule. Shipments until that time, via Magellan, will be handled through without transshipment en route, assuring complete delivery of cargo without damage.

The Santa Cruz, which will be the first vessel of the fleet to arrive here, has attractive first-class accommodations, including suits with private baths, for seventy-five passengers.

The Luckenbachs, it is said, have had their eyes on the big freighter Damara, which recently went under the American flag, and which Grace & Co. have been operating in the west coast business. It is said that they had an option to purchase her when her charter expired from the owners, Eschen & Minor. Grace & Co., however, have made a coup in this connection by exercising their right to recharter the vessel, having taken her for another year. The Damara arrived yesterday from South America with a cargo of nitrate.

SUGAR TRUST OPENLY FOR TARIFF CUT

Vice-president Presents Views Before House Ways and Means Committee

That the American Sugar Refining Company, commonly known as the "sugar trust," is now openly advocating a reduction in the sugar tariff, but the retention of the differential on refined and the present color standard, is the news contained in detailed reports of the Washington hearings. At the hearing before the House ways and means committee on January 15, Edward F. Atkins, vice-president, presented the views of the sugar trust.

(By Associated Press.)

WASHINGTON, Jan. 15.—Sugar refiners, beet sugar men, California wine producers, mineral water importers and others descended in force today upon the house committee on ways and means to fight out the tariff issue.

The net result of the hearing was the acquisition of a little new information and the repetition of much data that has figured in hearings which led up to previous tariff bills.

Nothing in the committee's examination of the varying shades of sugar views indicated any weakening of the tentative Democratic plan for presenting another free sugar bill for action of the house at the coming extra session of congress.

The house Democrats claim that placing sugar on the free list may save American consumers \$115,000,000 annually, while the Republicans, charging that free sugar would surrender an important industry to foreign importers, assert that it would deprive the government of more than \$52,000,000 revenue. The free sugar proposition is coupled with the excise tax bill as an offset to loss in revenue. Meanwhile, if two more states ratify the income tax amendment to the constitution, the excise tax will not be pressed.

Sugar Men State Case.

Some of the leading men in the sugar industry were present. Edwin H. Atkins, the vice-president and acting head of the American Sugar Refining Company, proposed a moderate reduction in the sugar tariff. Henry T. Oxnard of California, and a dozen witnesses from California, Colorado, Montana, Wisconsin, Michigan and other states were present to fight for tariff protection for American beet sugar interests.

R. E. Milling of Franklin, La., pleaded for tariff bars to avert the death knell of the sugar industry of that state. Former Governor B. M. Fernald of Maine, speaking for 75 per cent of the fruit canning industry of the country, advocated, either free sugar or a reduced rate, while the Arbuckle Brothers of Brooklyn, through William A. Jamison, and the Federal Sugar Refining Company, through Frank C. Lowrey, pleaded the free sugar cause.

The California wine trade was pictured as in deplorable condition when the committee took up schedule H, wines, spirits and other beverages. Former Commissioner of Internal Revenue John W. Yerkes contended that whisky was a necessity, but that imported wines were a luxury and therefore should bear the burden of tariff taxation.

Plea of the Winemen.

William Culman, representing the California Wine Association, supported Yerkes' contention vigorously. He declared that the lowest wages paid in California were double those paid abroad. He said that the California wines produced today were infinitely superior to those of twenty years ago, but that the industry should be supported by taxing imported wines as luxuries.

Victor E. Whitlock, a New York importer, would not agree that beer was entirely a luxury. He suggested that the tariff on some of the well-known beers be cut from 23 cents a gallon to 15 cents a gallon.

"Protect the bottles and mineral waters, too," chimed in Henry Melville, another importer, who urged a duty of 30 per cent as ample for both.

The committee has no working basis for schedule H except the Payne-Aldrich law, and the Democratic plan to reduce rates on articles of necessity and impose a greater burden on luxuries.

Plea of Sugar Combine.

The American Sugar Refining Company went on record at the outset of today's hearing in favor of a reduced tariff upon sugar, retention of the small differential duty upon refined sugar, "if protection is to be accorded to any industry," and the continuance of the present color standard as the most practical distinction between raw and refined sugars for customs-house classifications. It opposed the abolition of all duty upon sugar on the ground that it would destroy at once one of the largest sources of revenue.

The American Company's position was presented by Edwin F. Atkins, vice-president and acting head of the company, who was accompanied by several other officials. He contended that abolition of all duty on all sugar would cause the termination of the Cuban reciprocity treaty, under which Cuban sugars get a preferential rate of 20 per cent, and Cuba gives preferential rates of 20 to 40 per cent upon goods coming from the United States. He also declared that free sugar would open the United States markets to the importation of refined beet sugars from Europe upon the same terms as raw

sugars in competition with domestic refined.

"Free sugar, while present production is maintained," he said, "would crop prices here so low as to destroy the Louisiana industry, the beet sugar industry, particularly east of the Mississippi river; would depress Porto Rico and Philippine sugars far below their production cost, and make Hawaiian production unprofitable, thus largely curtailing our present sources of supply."

"Once this production is so reduced," declared Atkins, "foreign prices would advance until domestic producers could again enter the field, and meanwhile disaster would be widespread, and consumers would get but a temporary benefit."

T. G. Palmer of Chicago urged the committee to make a rate of 2 cents on raw sugar, or to leave the tariff as it stands. He said that 97 per cent of all the beets grown in this country were raised by 75,000 or 100,000 independent farmers, all of whom were directly interested in the tariff.

The threatened withdrawal of the fine and speedy turbines Harvard and Yale, in the San Francisco, Los Angeles service, has awakened more than usual interest in shipping and commercial circles.

Prospects that the C. P. R. steamship Princess Patricia will be the only turbine in the passenger service on the Pacific coast are in sight as the result of a lawsuit filed in the Eastern courts a few days ago. It is remembered in local shipping circles that when the big turbines Yale and Harvard were brought around the Horn to operate between San Diego and San Francisco that there were some trouble threatened by the interests which owned the vessels.

Suit is filed.

The trouble has at last matured with the filing in the New York courts of a suit by Miss Morse, a sister of Charles W. Morse, who once controlled the Metropolitan steamship line, for the restoration of the vessels to the Boston-New York run, for which they were built. Miss Morse makes her attack on the New Haven Railway company, which has been very much to the front lately as the result of the arrangement said to have been made between it and the Grand Trunk Pacific.

She charges that the two steamers have been chartered to the Pacific company at terms unfairly low, and that she and other shareholders are being injured by the suppression of the competition which existed before the New Haven road secured control of the Metropolitan company.

Operations Have Paid.

At the time the fast steamers were brought out to this coast there was considerable stagnation in the shipping industry in the East, and the offer to charter them was jumped at by the majority of the owning interests. It is understood that their operations on the California coast, where traffic has increased because of the service provided, has always paid.

It is believed that higher charter rates and the fact that water transportation business on the East coast has picked up are two of the reasons behind the filing of the suit. It is evidently believed that they will make more dividends on the old route than on their present one, and the outcome of the suit will be watched with interest.

The Yale and Harvard maintain a 17-hour service between Los Angeles and San Francisco. During the past year they have been running further south to San Diego. They are credited with a speed of twenty-four knots an hour and are the only real competitors against the Princess Patricia for speed honors on the Pacific.

DEMAND FOR WESTERN CLOTHES IN JAPAN

An English press correspondent in Tokyo says:

The woolen-goods season in Japan has set in with a "boom." Bradford merchants visiting Japan state that their orders already booked amount to six and seven times as much as during the same period last year. Considerable inducements have also been sent direct to Great Britain for superior cloths, principally for better-class tailoring. The importers are of opinion that the demand for Western clothes will become greater during the next two years, in view of the approach of the coronation. A very large proportion of the cloths imported here during 1912 were reshipped to Chosen (Korea), a market which may be expected to expand because of the considerable influx of Japanese officials and residents.

The Sydney wool market is obtaining a very great importance for Japan, and recently the tendency has been to buy more wool tops from that country than from Bradford. In fact, most of the wool coming now is waste, which is used for mixing up with better classes. A great deal is also used by the local mills for Government contracts, where a high-class cloth is not required. The Mitsui Bussan Kaisha has received some very large orders for clothing for the Chinese Army. The prices are high, averaging 50 to 75 per cent above Yorkshire prices.

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PASSENGERS BOOKED

Per str. Claudine, for Lahaina and Kahu-lu ports, Jan. 27.—Geo. Samuels, V. S. Clark, J. L. Coke, Miss L. Abo.

Per str. Kipau, for Kahu-lu ports, Jan. 28.—Miss B. Wishard, Mrs. H. Wishard, Mr. and Mrs. Ernest Biehr, Dr. Lucy J. Moses, Mrs. H. Isenberg, Miss Brewer, Mrs. C. Walters and child.

Per str. Likiepke, for Maui and Molokai ports, Jan. 28.—Miss Mary Sexton.

Per str. Likiepke, for Maui and Molokai ports, Jan. 28.—Miss M. Meyer.

Per str. Mauna Kea, for Hilo, via way ports, Jan. 29.—Mr. and Mrs. Lum Tung sau and infant.

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